
June 4, 2026

Testimony by Linda M. Baran, President & CEO of the Staten Island Chamber of Commerce

**New York City Department of Transportation
Notice of Public Hearing and Opportunity to Comment on Proposed Rules
Re: Truck Route Modernization**

Thank you for the opportunity to submit testimony regarding the proposed Truck Route Network Redesign.

The Staten Island Chamber of Commerce appreciates NYC DOT undertaking the first comprehensive review and update of the City's truck route network in decades. Freight movement is critical to New York City's economy and to Staten Island businesses that rely on efficient deliveries and access to regional markets.

As Staten Island and the region have grown, traffic patterns and freight demands have changed significantly over the years. The Chamber supports efforts to modernize the truck route network to better reflect current freight patterns, improve connections to commercial and industrial corridors, and help keep trucks on appropriate roadways rather than local neighborhood streets.

A clearer and more efficient truck route network can improve safety, traffic flow, and predictability for both businesses and residents. Staten Island's role in the regional economy continues to grow, and the Chamber appreciates DOT's efforts to better align the truck network with how freight moves throughout the City today while helping reduce truck traffic on residential streets whenever possible. It is important to note, however, that transportation planning and infrastructure investment must keep pace with these changing demands.

Staten Island Expressway congestion and growing freight traffic continue to place increasing strain on Staten Island's transportation infrastructure. As the borough's primary east-west corridor connecting the Goethals Bridge, West Shore Expressway, Verrazzano Bridge, and regional freight network, the Staten Island Expressway remains critical to the movement of both commuters and goods.

Recent transportation data shows truck traffic at the Goethals Bridge increased by approximately 15% in January 2025 alone, representing roughly 18,490 additional trucks over

the prior year, while average speeds on portions of the Staten Island Expressway declined from 52.3 mph in 2024 to 46.4 mph in 2025.

These trends reinforce the importance of completing the final HOV lane segment on the Staten Island Expressway, which remains a major transportation priority for Staten Island. The current configuration creates a significant bottleneck as traffic from the Goethals Bridge and West Shore Expressway merges east of Victory Boulevard. Completing the HOV lane would improve traffic flow, commuter reliability, and regional mobility while supporting the efficient movement of goods through Staten Island.

The Chamber also supports continued investment in roadway maintenance, congestion mitigation, freight infrastructure, and enforcement against off-route trucking on residential streets to help ensure the success of the updated truck route network. As freight activity continues to grow along Staten Island's West Shore, particularly in the Charleston and Rossville areas and along the Arthur Kill Road, Veterans Road West, and Nassau Place corridors, it is important that trucks remain on designated routes and not spill onto local streets. Similar attention should be given to freight activity surrounding the Howland Hook Marine Terminal and Port Ivory area, where efficient truck routing is important to both commerce and nearby communities. The Chamber also encourages continued attention to truck parking, traffic mitigation, and roadway improvements in areas where freight traffic interfaces with residential neighborhoods.

While the proposed redesign may make greater use of the Korean War Veterans Parkway to improve regional connectivity and reduce truck traffic on neighborhood roads, continued infrastructure investment, roadway maintenance, and safety improvements along that corridor will remain important as freight and commuter traffic continue to grow. Recent resurfacing work on the Korean War Veterans Parkway has highlighted both the importance of maintaining this roadway and the traffic impacts that occur when capacity is reduced.

In addition, long-term regional planning should include discussion surrounding the future modernization or replacement of the Outerbridge Crossing. Unlike Staten Island's other Port Authority bridges, the Outerbridge Crossing has not been replaced and remains limited to two lanes in each direction despite its growing importance within the regional transportation and freight network. As freight activity continues to grow throughout Staten Island, the Chamber believes the long-term capacity of the Outerbridge Crossing warrants further evaluation to ensure it can continue to meet future freight and commuter demands. While the bridge is under the jurisdiction of the Port Authority, continued coordination between NYC DOT and the Port Authority will be important as both agencies plan for future transportation and freight needs along this critical corridor.

The Chamber appreciates DOT's efforts to modernize a system that has not been comprehensively updated in decades and looks forward to continued dialogue to ensure Staten Island's transportation infrastructure keeps pace with future growth while supporting quality of life for residents.

Thank you for the opportunity to provide comments on this proposal.